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Washington, D.C. 20520

Dear Mr. Donnelly:

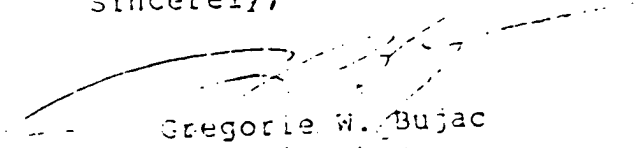
Policy concerning the secure transportation of all materials for controlled access areas and designated items utilized in other portions of the overseas posts has recently been established.

I feel it is extremely important to implement as soon as possible the measures necessary for the secure transportation of materials so we can collectively marshal the resources of the foreign affairs community necessary to support this policy.

Because of our limited resources at this time and the necessary lead time to set up such an operation, high technical threat posts and NOBs will be the first impacted by this policy with the other posts to follow as soon as the logistic and personnel positions can be established.

The enclosed Transit Security Policy dated 30 September 1987 should receive wide dissemination to ensure a cohesive security posture by all affected organizations.

Sincerely,


Gregorie W. Bujac
Director
Physical Security Programs

Enclosure:
As stated

Mr. William A. Donnelly,
Deputy Director for Administration,
Langley, Virginia.

BUREAU OF DIPLOMATIC SECURITY

TRANSIT SECURITY POLICY

Construction materials, equipment, furniture, furnishings, and supplies, which are to be used in, installed, attached to, or become a part of the controlled access area of a Diplomatic facility will be controlled from the time of embarkation through installation and/or use. Certain security/communication equipment and supplies as determined by DS located outside the controlled access area will require the same protection. Some materials/items will be excluded because of their physical characteristics or ease of inspection, while other materials/items will be exempted by DS, on a case-by-case basis.

DEFINITIONS

Security of Materials: Materials shall be considered secured when under the 24-hour control by cleared U.S. personnel or by appropriate technical means and seal. At any time that the control of the material is lost, for whatever reason, the material will be considered compromised and cannot be used in a controlled access area.

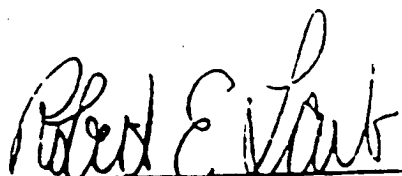
Controlled access area: Those areas where classified information is stored, processed, or discussed, and where only cleared American personnel will be allowed unescorted access.

The point of embarkation: The point at which the material is first identified as being destined for a post's controlled access area.

Excluded materials/items: The materials/items that are excluded are as follows:

- Concrete ingredients
- Paper
- Cloth material

The list of excluded materials/items will be updated as necessary.



Robert E. Lamb
Assistant Secretary

September 30, 1987
Date

Bill of Materials
Procurement Security Criteria
For Designated Countries and/or
Controlled Access Areas

December 22, 1987

<u>Procurement Responsibility</u>	<u>Item</u>	<u>Source</u>
GFE	Delta Barriers	US
GFE	Generator Set	US
GFE	MSG Booths/Ballistics	US
GFE	Power Line Conditioners	US
GFE	Radios	US
GFE	Roof Hatches	US
GFE	Transformers	US
GFE	Vault Doors	US
GFE	Voltage Regulators	US
CP	Cable	US
CP	Ceiling Tile & Suspension System	US
CP	Circuit Breakers	US
CP	Conduit	US
CP	Lights	US
CP	Outlets	US
CP	Panel Boards	US
CP	Pipe	US
CP	Switch Gear	US
CP	Switches	*
CP	A/C Duct	*
CP	Bricks	*
CP	Carpet	*
CP	Concrete Blocks	*
CP	Floor Tile	*
CP	Steel Beams	*
CP	Steel Plate	*
CP	Steel Rebar	*
CP	Studs	*
CP	Tile	*
CP	Wall Board	*
CP	Wood Work	**
CP	Cement	**
CP	Concrete Mixers	**
CP	Cranes	**
CP	Form Work	**
CP	Materials Lifts	**
CP	Sand and Gravel	**
CP	Scaffolding	**
CP	Shoring	**

CP - Contractor Provided
 GFE - Government Furnished Equipment
 ** - May be purchased locally
 US - United States of America
 * - May NOT be purchased in or from nationals of the
 following countries:

-Afghanistan	-Laos
-Albania	-Libya
-Angola	-Mongolian People's Republic
-Bulgaria	-Nicaragua
-Cuba	-North Korea
-Czechoslovakia	-People's Republic of China
-Ethiopia	-Poland
-East Germany(incl.Soviet	-Romania
Sector of Berlin	-South Yemen
-Hungary	-Syria
-Iran	-U.S.S.R.
-Iraq	-Vietnam
-Kampuchea	-Yugoslavia

-Other Countries as may be designated by DS

NOTE: To the maximum extent possible, all items must be randomly purchased with vendor unaware of ultimate destination or use.

0195n

United States Department of State

Washington, D.C. 20520

April 5, 1983

MEMORANDUM

TO: A/OPR - Mr. Richard C. Faulk
A/FBO - Mr. Richard N. Dertadian
A/OC - Mr. Robert C. Caffrey
EAP/EX - Mr. E. Parks Olmon
NEA/EX - Mr. Joseph H. Melrose, Jr.
AF/EX - Mr. Jim D. Mark
EUR/EX - Mr. Kenneth N. Peltier
ARA/EX - Mr. Eugene Scassa

FROM: DS/DSS - Clark Dittmer

SUBJECT: Secure Logistics Procedure

Attached is a copy of the secure logistics procedure developed by Transit Security. It establishes a uniform system for the shipment of material and equipment requiring secure transportation. Included are requirements for random purchase, central consolidation points, and the use of U.S. Dispatch Agents for the overseas shipments. It also establishes guidelines for container preparation as well as ~~deleting~~ ^{delineating} the steps to take in receiving the shipment at the port of debarkation and protecting it to the receiving post.

After the cargo is prepared in accordance with these newly established packaging procedures and is delivered to the Dispatch Agent, Diplomatic Security will take steps to ensure the integrity of the containers during shipment by affixing security devices and performing other classified procedures on the containers.

Transit Security is prepared for immediate implementation of this procedure. Mr. Wayne Algire, Chief, Transit Security (276-9888) is available to coordinate the implementation of the procedure and resolve any problem areas.

Attachment: As stated

Clearance: DS/PSP - Gajac
DS/PSP/CS - JWOLF
WAlgire

DISTRIBUTION

Addressee(s)
CS - Chron File
CS - Subject File

Drafted by DS/PSP/CS - TMcNear:rag
4/05/88 276-9838 0090b

SECURE LOGISTICS PROCEDURE

The initial Secure Logistics Procedure is herewith established. It is subject to change as new equipment, techniques and procedures are developed. Persons involved in implementing this procedure and Contractor Officer's Technical Representative (COTR) shall maintain close contact with the Office of Construction Security and the Division of Transit Security to insure the current procedures are utilized.

Applicability: These procedures are applicable to all entities involved in the procurement and shipping of materials destined for core areas of US Missions. Throughout these procedures the term "those persons responsible" is used to mean either contractors or U.S. Government entities, who procure, consolidate and ship materials destined for core areas of US Missions.

1. Transit Security Requirements. The Transit Security Policy and applicable definitions are included as an attachment to this document.

A. Random Purchase/Protection of Destination Information. Those persons responsible for procurement shall select vendors at random and give no indication of ultimate destination or use of their materials and/or equipment. They shall be required to produce, upon demand by the Government, detailed receipts for all purchases.

B. Materials/Equipment For Core Areas. In consonance with the Transit Security policy contained in the attachment and with the requirement for random purchase, the items described in that policy will be considered secured when under continuous 24-hour control by either cleared American personnel and/or technical means approved by the Bureau of Diplomatic Security. The 24 hour control commences when the Division of Transit Security certifies the cargo for onward shipment. Should the afore-mentioned control be lost over any such items, the material(s) involved will be considered compromised, and will not be used in or in proximity to any core area. Failure to randomly purchase materials and/or failure to adhere to the provisions of the BOM listed in paragraph 2D, as applicable, will result in denial of acceptance of the materials.

C. Generic Bill of Materials (BOM). The Bill of Materials (BOM) in paragraph 2D below lists various types of construction items. No materials/equipment may be procured from the countries

C. Container preparation:

(1) Only dry standard containers of steel corrugated sides will be used for the shipment of material and or equipment. Prior to use, the container will be inspected to ensure structural integrity, including the physical condition (dents, holes, etc) of the floor, walls, and roof. A completed visual inspection report (see Annex III) on each container will be forwarded to the Division of Transit Security, DS/PSP/CS/TS.

(2) One of the following container preparation methods will be used:

a. Paint the interior of the container with a paint meeting the specifications outlined in the National Stock Number GL 8010-00-664-4761, and in accordance with the manufacturers instruction. In order to preclude the establishment of a regular pattern, consecutive containers will not be painted the same color. Only pastel colors will be used for this purpose. A paint chip sample and a copy of the vendor's receipt for the paint applied to the container will be provided to the Division of Transit Security, DS/PSP/CS/TS, along with the complete inspection report mentioned above; or

b. Line the interior walls, floor and ceiling of the container with 5/8" plywood by attaching to 2" by 4" interior framing.

(3) Build an inside dunnage wall in the container using the specifications provided in Annex II. Should the dunnage wall not be built to specifications, the container will be returned to the responsible person at his expense.

D. Procurement Security Criteria for core areas:

Item	Source	Item	Source
Item Delta Barriers	US	A/C Duct	*/+
Generator Set	US	Bricks	*/+
MSG Booths/Ballistics	US	Carpet	*/+
Power Line Conditioners	US	Concrete Blocks	*/+
Radios	US	Floor Tile	*/+
Roof Hatches	US	Steel Beams	*/+
Transformers	US	Steel Plate	*/+
Vault Doors	US	Steel Rebar	*/+
Voltage Regulators	US	Studs	*/+
Cable	US	Tile	*/+
Ceiling Tile			
and Suspension System	US	Wall Board	*/+
Circuit Breakers	US	Wood Work	*/+
Conduit	US	Cement and	
		Concrete	**
Lights	US	Form Work	**
Outlets	US	Sand and Gravel	**
Panel Boards	US	Scaffolding	**
Pipe	US	Shoring	**
Switch Gear	US		
Switches	US		

** - May be purchased overseas

US - United States of America

*/+ - May be purchased overseas but MAY NOT be purchased in the following countries or from nationals of the following countries:

-Afghanistan
 -Albania
 -Angola
 -Bulgaria
 -Cuba
 -Czechoslovakia
 -Ethiopia
 -East Germany (incl. Soviet
 Sector of Berlin)
 -Hungary
 -Iran
 -Iraq
 -Kampuchea

-Laos
 -Libya
 -Mongolian People's Republic
 -Nicaragua
 -North Korea
 -People's Republic of China
 -Poland
 -Romania
 -South Yemen
 -Syria
 -U.S.S.R.
 -Vietnam
 -Yugoslavia

3. Reception. To ensure the integrity of the cargo to its final destination, the steps listed below shall be taken by those persons responsible for reception of the material at ports and construction sites. Close coordination with appropriate post personnel shall be established to ensure that these actions are accomplished:

A. Those persons responsible, in coordination with appropriate post personnel, shall ensure that the cargo is met upon arrival at the port of debarkation by cleared American personnel, and that one of the following customs and port clearance procedures, in descending order of priority, is accomplished:

(1) Make arrangements for the entire shipment to be declared or treated as Diplomatic Pouch so containers may be met at the port of debarkation, cleared through customs without delay, loaded and immediately trucked to the secure American storage site; or

(2) Make arrangements for pre-customs clearance so that the container(s) may be met at the port of debarkation, loaded and immediately trucked to the secure American storage site; or

(3) Make arrangements for immediate customs clearance at the port of debarkation, with no opening of the containers at the port, but with the possibility of customs officials viewing of the containers upon arrival at the secure American storage facility. Should it be necessary for customs to open the containers, it is desired that this be done at the secure American storage facility. The provisions of paragraph 3B(3) below also apply; or

(4) Make arrangements for the cargo to be met upon arrival at the port. These arrangements shall include provisions for maintaining 24-hour cleared American surveillance over the cargo should there be a delay in moving it through the port of debarkation to the secure American storage facility. Additionally, arrangements must be made to have the person (Site Security Manager or RSO) who is knowledgeable of the security arrangements present at the time any container is opened. The provisions of paragraph 3B(3) below also apply.

B. The persons responsible for reception shall also:

(1) Arrange for sufficient transportation to move the cargo to the post under continuous escort by cleared Americans.

(2) Ensure that there is 24-hour cleared American protection at the secure storage facility at the post or construction site.

(3) Arrange to have the person (Site Security Manager or RSO), who is knowledgeable of the security arrangements of the containers, present at the secure storage site or wherever the containers may be opened. That person will supervise the opening of the containers, inspect the seals and dunnage walls, determine if any discrepancies exist, take possession of any seals or other securing devices, and report the results by cable to the Division of Transit Security, DS/PSP/CS/TS.

4. A recapitulation of contractor and Department of State responsibilities is contained in ANNEX IV.

ANNEX I

U.S. Despatch Agents and Responsible Countries

Shipments of supplies and equipment bound for particular overseas posts are routed through particular Despatch Agencies. The Despatch Agencies and the posts they service are listed below. Vendors having supplies and equipment destined for an overseas post should contact the Despatch Agency servicing this post for shipping instructions. The European Logistical Support Office (ELSO) in Antwerp serves primarily as a transshipment point for destinations in Europe and Africa and should not be contacted to initiate shipments.

USDA BALTIMORE services:

Abidjan	Cotonou	Malabo
Accra	Dakar	Monrovia
Bamako	Douala	N'Djamena
Bangui	Freetown	Niamey
Banjul	Kaduna	Nouakchott
Bissau	Kinshasa	Ouagadougou
Brazzaville	Lagos	Praia
Bukavu	Libreville	Rabat
Casablanca	Lome	Tangier
Conakry	Lumbumbashi	Yaounde

USDA MIAMI services:

Asuncion	Kingston	Quito
Barranquilla	La Paz	Recife
Belize City	Lima	Rio de Janeiro
Bogota	Managua	St. George's
Brasilia	Martinique	St. John's
Bridgetown	Maracaibo	Salvador da Bahia
Buenos Aires	Montevideo	San Jose
Caracas	Nassau	San Salvador
Curacao	Panama	Santiago
Georgetown	Paramaribo	Santo Domingo
Guatemala	Port-au-Prince	Sao Paulo
Guayaquil	Porto Alegre	Tegucigalpa
Havana	Port of Spain	

USDA NEW YORK services:

Abu Dhabi
 Adana
 Addis Ababa
 Alexandria
 Algiers
 Amman
 Amsterdam
 Ankara
 Antananarivo
 Antwerp
 Athens
 Baghdad
 Barcelona
 Beirut
 Belfast
 Belgrade
 Berlin (East/West)
 Bern
 Bilbao
 Blantyre
 Bombay
 Bonn
 Bordeaux
 Brussels
 Bucharest
 Budapest
 Bujumbura
 Cairo
 Calcutta
 Capetown
 Colombo
 Copenhagen
 Damascus
 Dar es Salaam
 Dhahran
 Dhaka
 Djibouti
 Doha
 Dubai
 Dublin
 Durban

Dusseldorf
 Edinburgh
 Florence
 Frankfurt
 Gaborone
 Geneva
 Genoa
 Hamburg
 Hamilton
 Harare
 Helsinki
 Islamabad
 Istanbul
 Izmir
 Jerusalem
 Jidda
 Johannesburg
 Kabul
 Kampala
 Karachi
 Khartoum
 Kigali
 Krakow
 Kuwait
 Lahore
 Leningrad
 Lilongwe
 Lisbon
 London
 Lusaka
 Luxembourg
 Lyon
 Madras
 Madrid
 Manama
 Maputo
 Marseille
 Maseru
 Mbabane
 Milan
 Mogadishu

Mombasa
 Moroni
 Moscow
 Munich
 Muscat
 Nairobi
 Naples
 New Dehli
 Nicosia
 Oporto
 Oran
 Oslo
 Palermo
 Paris
 Peshawar
 Ponta Delgada
 Port Louis
 Poznan
 Prague
 Pretoria
 Reykjavik
 Riyadh
 Rome
 Sanaa
 Sofia
 Stockholm
 Strasbourg
 Stuttgart
 Tel Aviv
 The Hague
 Thessaloniki
 Tripoli
 Tunis
 Valetta
 Victoria
 Vienna
 Warsaw
 Zagreb
 Zurich

USDA SAN FRANCISCO services:

Aukland	Jakarta	Seoul
Banda seri Begawan	Katmandu	Shanghai
Bangkok	Kuala Lumpur	Shenyang
Beijing	Manila	Singapore
Brisbane	Medan	Songkhla
Canberra	Melbourne	Surabaya
Cebu	Naha	Suva
Chengdu	Osaka-Kobe	Sydney
Chiang Mai	Perth	Taipei (AIT)
Fukuoka	Port Moresby	Tokyo
Guangzhou	Pusan	Udorn
Honiara	Rangoon	Vientiane
Hong Kong	Sapporo	Wellington

The addresses for the U.S. Despatch Agencies are as follows:

ELSO - Antwerp
 U.S. Despatch Agent: Cliff Mecklenberg
 Address: Noorderlaan 147, B-2030 Antwerp, Belgium
 Mailing Address: APO New York, NY 09667-1040
 Telephone: 011-32-3-542-4775

USDA - Baltimore
 U.S. Despatch Agent: Phil Puopolo
 Address: 230 US Customs House
 Baltimore, MD 21202
 Telephone: (FTS) 8-922-3629
 Commercial: (301) 337-0064

USDA - Miami
 U.S. Despatch Agent: Gerald L. Witt
 Address: P.O. Box 522396 General Mail Facility
 Miami, FL 33152
 Telephone: (FTS) 8-350-2905
 CommercialL (305) 966-3455

USDA - New York
 U.S. Despatch Agent: Frank Hearne
 Address: Parkway Towers, Bldg B
 485-B US Route One South
 Iselin, NJ 08830-3013
 Telephone: (201) 855-8880

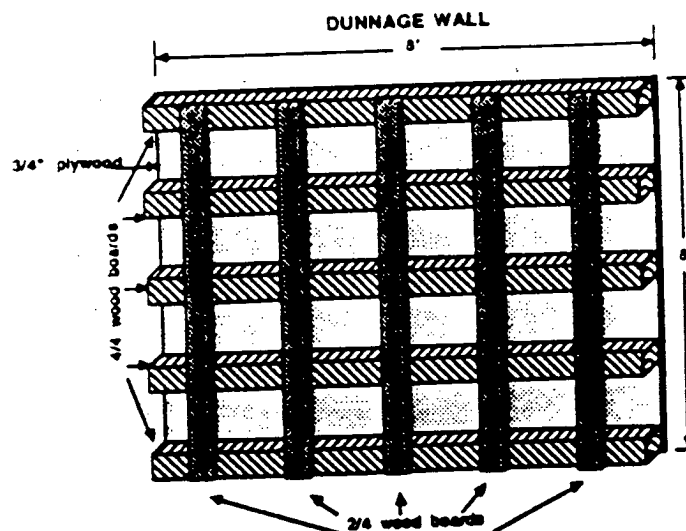
USDA - San Francisco
 U.S. Despatch Agent: Julie Chouprov
 Address: 555 Battery St.
 San Francisco, CA 94111
 Telephone: (FTS) 8-556-6460
 Commercial: (415) 661-9828

ANNEX II Construction of the Dunnage Wall

Materials are to be packed inside either 20' or 40' dry standard containers of steel corrugated sides. Sea containers with smooth interior walls are not acceptable. A dunnage wall is to be constructed flush against the load, but in no case leaving less than 12" between the outer side of this wall and the doorway end of the container. The dunnage wall will consist of two vertical sheets of 3/4" plywood measuring 4' X 8' but trimmed to fit straight across the interior of the container.

The dunnage wall in the container with the wide corrugated sides, i.e. with side grooves of at least 4" width, will be supported by five 4" X 4" X 8' wood pieces which will be shortened as necessary to fit horizontally behind the plywood as viewed from the entrance and into the wall grooves on each side of the container. One 4" X 4" will be placed along the floor and another along the ceiling of the container. The other 4" X 4"s are to be placed at equal spacing between the other two. At least four vertical 2" X 4" X 8's will be set against the 4" X 4"s to hold these horizontal units in place. These 2" X 4"s will be firmly nailed to the 4" X 4"s with 16D or 20 penny nails. The dunnage wall should be of sufficient strength to withstand an 80 degree tilt while in transit.

The dunnage wall on the container with the narrow corrugated sides, i.e. with side grooves of at less than 4" width but more than 2" width, will be supported in a similar manner. Instead of 4" X 4"s, ten 2" X 4" horizontal wood pieces will be fitted into the wall grooves on each side to support the plywood wall. A minimum of five vertical 2" X 4" X 8's will be nailed with 16 D or 20 penny nails to the horizontal 2" X 4"s.



ANNEX III

CONTAINER CONDITION REPORT

EXTERIOR

INTERIOR

ITEM	NONE	YES / LOCATION		NONE	YES / LOCATION
DENTS			DENTS		
PATCHES			FLOORING		
PINHOLES			PAINT		
BOLTS MISSING			SCRAPES		
PUNCTURES			HINGES		
LOCKS/BARS			OTHER		
DOORS OPERABLE			Has interior paint sample photo been forwarded to DS/PSP/CS/TS		
OTHER					

LEGEND

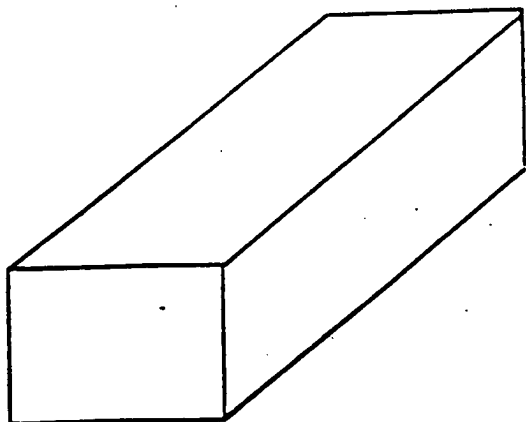
PATCHES	P
DENTS	D
HOLES	H
BOLTS	B
SCRAPES	S

NO ___ YES ___ DATE ___

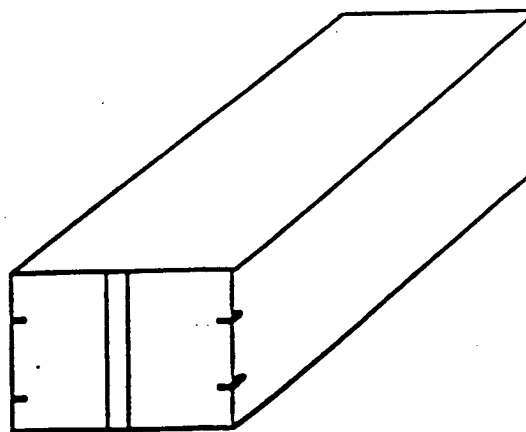
REMARKS :

INSPECTOR _____
 ORGANIZATION _____
 DATE _____

TELEPHONE _____
 CONTAINER ID _____
 SIZE 20' _____ 40' _____



front / left



rear / right

KEN L 069

ANNEX IV

RECAPITULATION

The following is a synopsis of responsibilities of contractors and Department of State as detailed in these Secure Logistics Procedures:

1. Contractor*

- a. Arrange for Central Receiving Point within 100 miles of designated USDA.
- b. Select vendors at random and give no indication of ultimate destination or use of materials.
- c. Obtain shipping containers.
- d. Prepare shipping containers in accordance with Department of State instructions.
- e. Consolidate, pack and secure shipping containers in accordance with Department of State instructions.
- f. Notify the USDA within specified times when cargo is prepared for shipment.
- g. Arrange, in coordination with appropriate post personnel, for reception, entry and customs clearance of the shipment.

2. Department of State:

- a. Arrange pick up of material from central receiving point and shipment to final destination.
- b. Certify the cargo for shipment.
- c. After certification, provide means of 24 hour control to final destination.
- d. Assist in reception arrangements in host country.

*Also applicable to entities within the Department of State who are directly performing procurement, consolidation, and shipment of materials for core areas.

ATTACHMENT
to
Secure Logistics Procedure

Transit Security Policy

Construction materials, equipment, furniture, furnishings, and supplies, which are to be used in, installed, attached to, or become a part of the core area of a Diplomatic facility will be controlled from the time of embarkation through installation and/or use. Certain security/ communication equipment and supplies as determined by DS located outside the core area will require the same protection. Some materials/items will be excluded because of their physical characteristics or ease of inspection, while other materials/items will be exempted by DS, on a case-by-case basis.

DEFINITIONS

Security of Materials: Materials shall be considered secured when under the 24-hour control by cleared U.S. personnel or by appropriate technical means and seal. At any time that the control of the material is lost, for whatever reason, the material will be considered compromised and cannot be used in a core area.

Core area: Those areas where classified information is stored, processed, or discussed, and where only cleared American personnel will be allowed unescorted access.

The point of embarkation: The point at which the material is first identified as being destined for a post's core area.

Excluded materials/items: The materials/items that are excluded are as follows:

Concrete ingredients
Paper
Cloth material

The list of excluded material/items will be updated as necessary.

May 23, 1988

MEMORANDUM

TO: A/OPR - Mr. Richard C. Faulk
A/PBO - Mr. Richard N. Dertadian
A/OC - Mr. Robert C. Caffrey
EAP/EX - Mr. E. Parks Olmon
NEA/EX - Mr. Joseph H. Melrose, Jr.
AF/EX - Mr. Jim D. Mark
EUR/EX - Mr. Kenneth N. Peltier
ARA/EX - Mr. Eugene Scassa

FROM: DS/PSP - Mr. Gregorie W. Bujac

SUBJECT: Secure Logistics Procedure

REFERENCE: Memorandum, April 5, 1988, same subject

Attached is Change 1 to the Secure Logistics Procedure which was transmitted by referenced Memorandum. Request you change the initial Secure Logistics Procedure as indicated in the attachment. It is also requested that this change be further distributed to those offices that received the initial procedure.

Attachment: As stated

Clearance: DS/PSP/CS - J. Wolf _____
DS/PSP/CS/TS - W. Algire _____

DISTRIBUTION

Addressee(s)
CS - Chron File
CS - Subject File

Drafted by DS/PSP/CS - C. Little:sas
May 16, 1988 276-9888 0226b

CHANGE 1 TO SECURE LOGISTICS PROCEDURE

The Secure Logistics Procedure, transmitted by Memorandum dated April 5, 1988 should be changed as follows:

1. Substitute Paragraph 1 E.

"E. Central Receiving Point. Those persons responsible shall arrange for vendors to ship to a contractor obtained central receiving/consolidation point located within 100 miles of the US Department of State Despatch Agent (USDA) designated for service to the country concerned. Government Furnished Equipment will normally be shipped through a U.S. Government consolidation facility, where container preparation, packing and shipping will occur. For materials obtained in Western Europe the contractor and/or vendor will mark the packaged materials with a code to be provided by the Transit Security Branch and will ship the materials to the European Logistics Support Office, Antwerp, Belgium. The contractor must ensure that neither vendors or the personnel at the contractor's central receiving/consolidation point are provided any information as to the ultimate destination of the material involved. The material will be consolidated and prepared for shipment at the central receiving point in accordance with paragraph 2 below. A list of USDA's and their areas of responsibility are attached as ANNEX I."

2. Substitute paragraph 2 B.

"B. When the materials are consolidated, packed and ready for shipment, the vendor/contractor shall notify the designated Despatch Agent or logistical support office. This notification shall be made at least 90 days prior to the desired site delivery date, and it will also provide the cubes and weights of the containers to be shipped. For some authorized European procured materials, the notification time may be reduced to as little as 45 days. The Government will arrange for subsequent shipment to the site. The shipper shall ensure that all material/equipment delivered to the US Government have a complete packing list and be packaged to preclude damage during shipment. All material shipped must be for use at approved Department of State construction sites unless otherwise authorized in writing by the Transit Security Branch. The US Government responsibility is limited to provide a secure method of shipment of the cargo to detect unauthorized penetration of the container, and not for contents thereof."

3. Substitute Paragraph 3.

"3. Reception. It is Department of State responsibility to arrange transportation through the port of debarkation to the final destination. To ensure the integrity of the cargo to its final destination, the steps listed below shall be taken by those persons responsible for reception of the material at ports and construction sites. Contractors performing the actual construction may be asked to assist in facilitating reception and transportation of the cargo. Close coordination with appropriate post personnel shall be established to ensure that these actions are accomplished."

4. The following pen and ink changes are required:

a. The term Division of Transit Security is changed to read: Transit Security Branch, wherever it appears in the Secure Logistics Procedure.

b. Annex I, third page, change the telephone number of the USDA - Baltimore, as reads: (301) 337-0064 to read: (301) 962-3620.

5. The following paragraph is added to the Secure Logistics Procedure:

"2 B.1 In addition to the requirement in paragraph 1 E., and 2 B., relating to materials obtained in Western Europe, materials destined for projects occurring at U.S. Diplomatic Missions in Europe and delivered to the European Logistics Support Office (ELSO), Antwerp, Belgium will subsequently be delivered to construction sites within 21 days of receipt at the ELSO Antwerp, Belgium facility. Shipments to countries outside the geographical limits of Europe must be requested in writing by the entity desiring the shipment, and authorized in writing by the Transit Security Branch. Exceptions to this policy will be considered on a case by case basis."

0171b